

BookletChart™

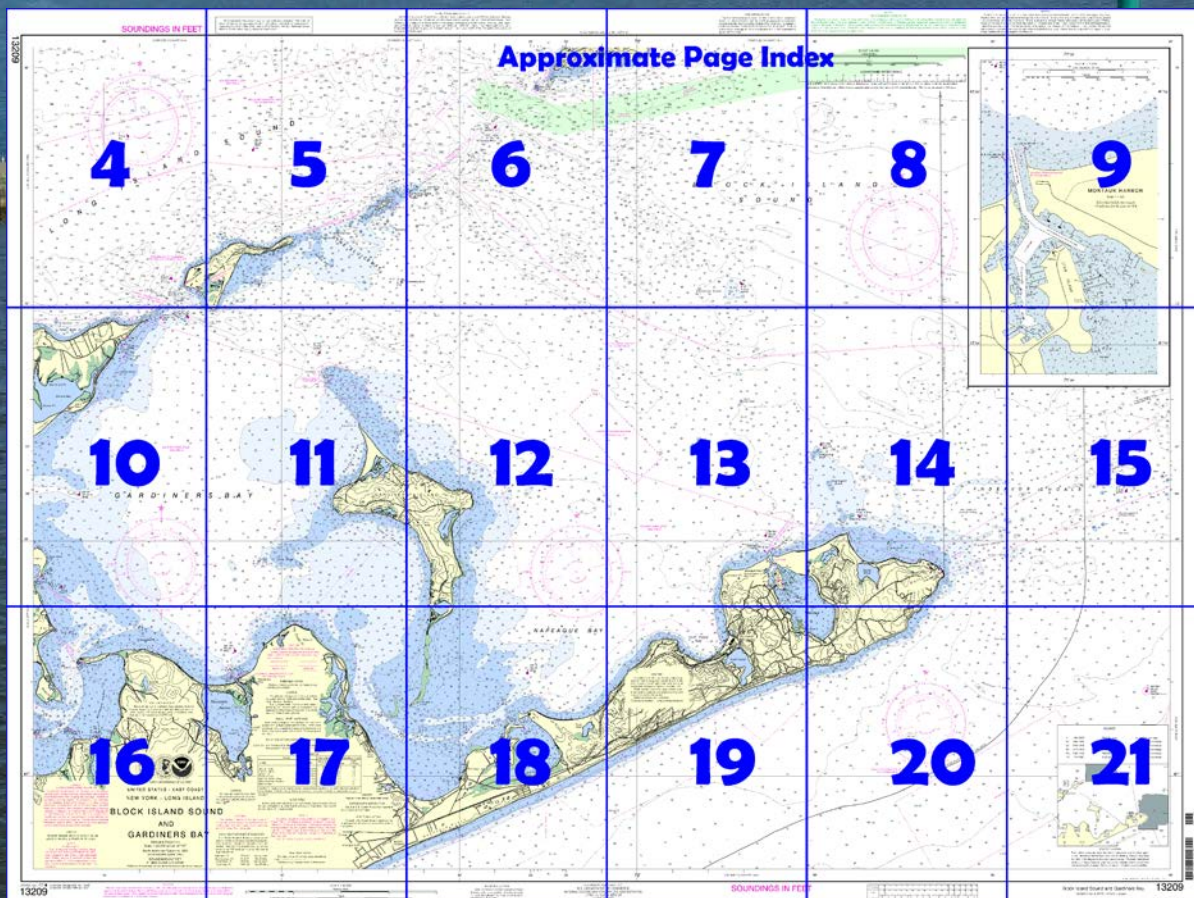
Block Island Sound and Gardiners Bay NOAA Chart 13209



A reduced-scale NOAA nautical chart for small boaters
When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

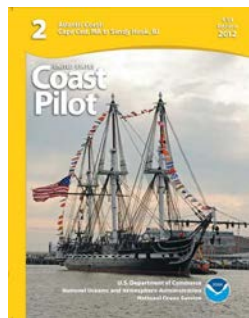
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=13209>



(Selected Excerpts from Coast Pilot)

The Race, the main entrance to Long Island Sound from eastward, extends between Fishers Island and Little Gull Island, between which is a width of about 3.5 miles. The only dangers are Valiant Rock, nearly in the middle, and Little Gull Island with its reefs.

Cerberus Shoal, 6 miles southeast of Race Rock Light, is about 0.4 mile in diameter, with a least depth of 19 feet on a small rocky patch near its north end. The seas break on

this shoal during heavy swells. It is marked by a lighted gong buoy. Near the shoal, tide rips are unusually strong.

Montauk Point, the easterly extremity of Long Island, is a high sandy bluff, on the summit of which is the light. The land is grass covered, with a height of 165 feet at **Prospect Hill**, 2 miles westward of the point. The

south side of the point is bold, the 10-fathom curve is about 0.5 mile from shore; depths of 24 feet and less extend 0.8 mile off the northeast side of the point.

Montauk Shoal, about 2.5 miles south-southeastward of the light, has least depths of 30 feet. **Great Eastern Rock**, 1.5 miles east-northeast of the light, has a least depth of 25 feet. **Phelps Ledge**, just northerly of Great Eastern Rock, is covered by 24 feet. **Endeavor Shoals**, about 2.3 miles northeast of the light, are covered by 19 to 24 feet on a narrow ridge about 0.4 mile long. A lighted gong buoy is off the eastern end of the ridge.

Montauk Harbor, in the northern part of **Lake Montauk**, is entered through a dredged channel on the northern shore about 3 miles west of Montauk Point. The entrance is protected by jetties, each of which is marked by a light, and the west jetty has a fog signal.

Montauk, at the southeast end of the bay, is the terminus of the Long Island Railroad. Depth of 10 feet reported alongside the commercial pier on the east side of the bay. There are no public piers available.

Montauk Point.—Vessels drawing up to 20 feet can avoid the dangers eastward and northeastward of Montauk Point in smooth weather by giving the point a berth of over 1 mile and avoiding Great Eastern Rock.

Napeague Bay, 8 miles westward of Montauk Point, is shallow in the western and southwestern part **Promised Land Channel**, the buoyed passage southward of Gardiners and Cartwright Islands, has a least centerline depth of about 14 feet; however, the depth is continually changing due to the shifting shoals.

Napeague Harbor, a small-craft refuge in the southwest part of Napeague Bay, can be entered through privately dredged channels northward and southward of **Hicks Island**. In June 1981, the reported controlling depths were 4 feet in the northerly and southerly entrances. Depths in the central part of the harbor range from 1½ to 7 feet; the chart is the best guide.

Promised Land is a former fishing village on the southwest side of Napeague Bay. A depth of about 4 feet can be carried to the landing at the yacht club, 1.3 miles westward of Promised Land.

Gardiners Island, 11 miles westward of Montauk Point, is partly wooded and has an elevation of 130 feet near its middle. **Island** is narrow, low, and sandy, and extends 1 mile in a southerly direction off the south tip of Gardiners Island. Its size and shape are subject to considerable change by storms.

The bight between the southern part of Gardiners Island and Crow Shoal is **Cherry Harbor**. It has depths of 24 to 27 feet with mud bottom and affords shelter from northeasterly winds

Gardiners Point, a low spit, is at the northerly end of a very shoal bar which extends 1.5 miles north-northwestward from Gardiners Island.

Gardiners Bay is at the western end of Block Island Sound from which it is separated by Gardiners Island. The bay is an excellent anchorage easily entered day or night.

Plum Island, about 2 miles westward of Great Gull Island, is 2.5 miles long, hilly, and bare of trees except near the southwest end, and has several large buildings, a prominent tank and flagpole, and is marked on its western point by Plum Gut Light. The island is a Government reservation and closed to the public.

The tidal currents throughout Block Island Sound have considerable velocity; the greatest velocities occur in the vicinity of The Race and in the entrances between Montauk Point, Block Island, and Point Judith. Soundings alone cannot be depended upon to locate the position; the shoaling is generally abrupt in approaching the shores or dangers.

U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC Boston	Commander	
	1st CG District	(617) 223-8555
	Boston, MA	

Navigation Managers Area of Responsibility



NOAA's navigation managers serve as ambassadors to the maritime community.

They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit nauticalcharts.noaa.gov/service/navmanagers

To make suggestions or ask questions online, go to nauticalcharts.noaa.gov/inquiry.

To report a chart discrepancy, please use ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx.

Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers

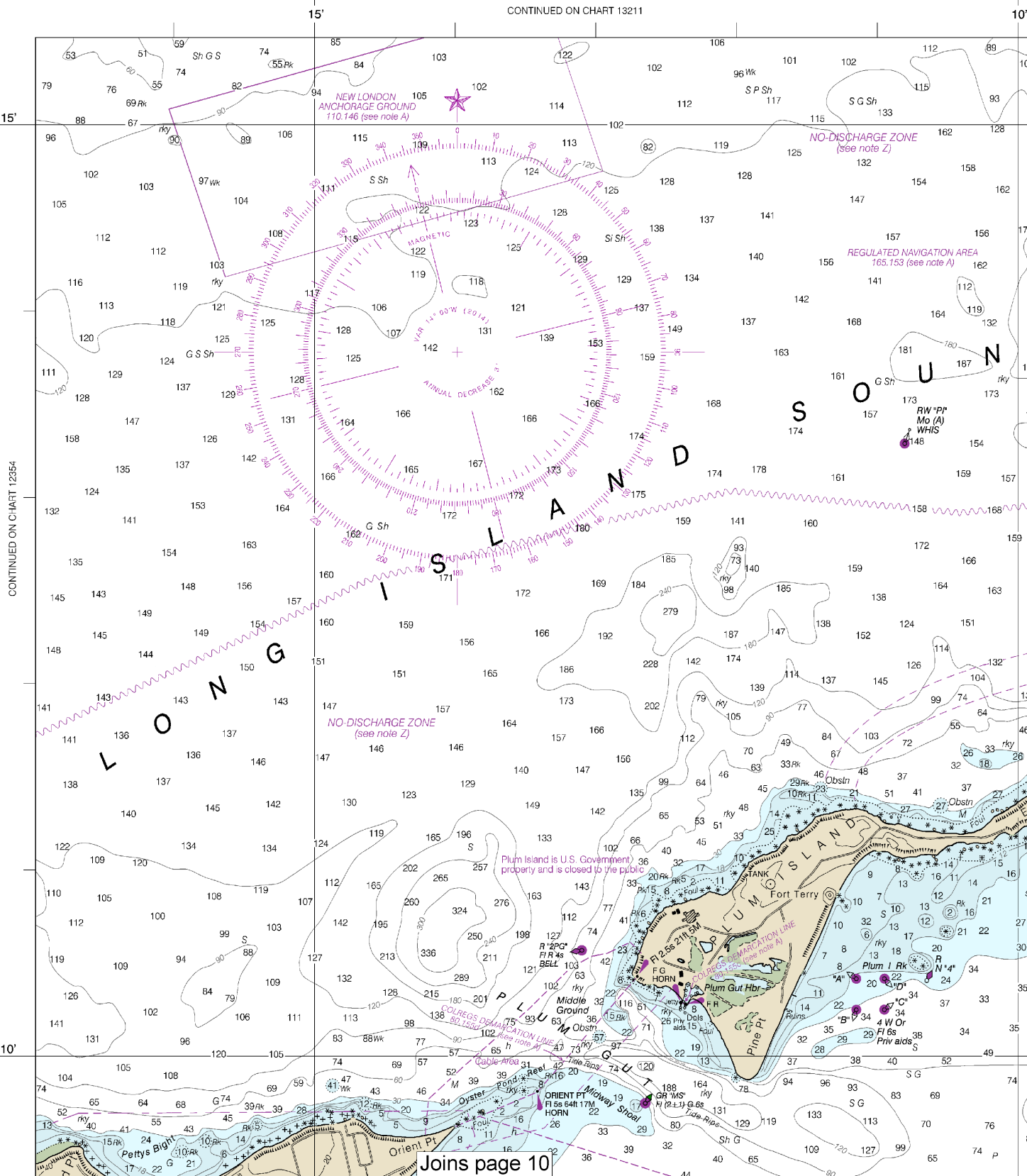


For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area.

These volumes are available online at <http://www.navcen.uscg.gov>

SOUNDINGS IN FEET

13209



Joins page 10

4

Note: Chart grid lines are aligned with true north.

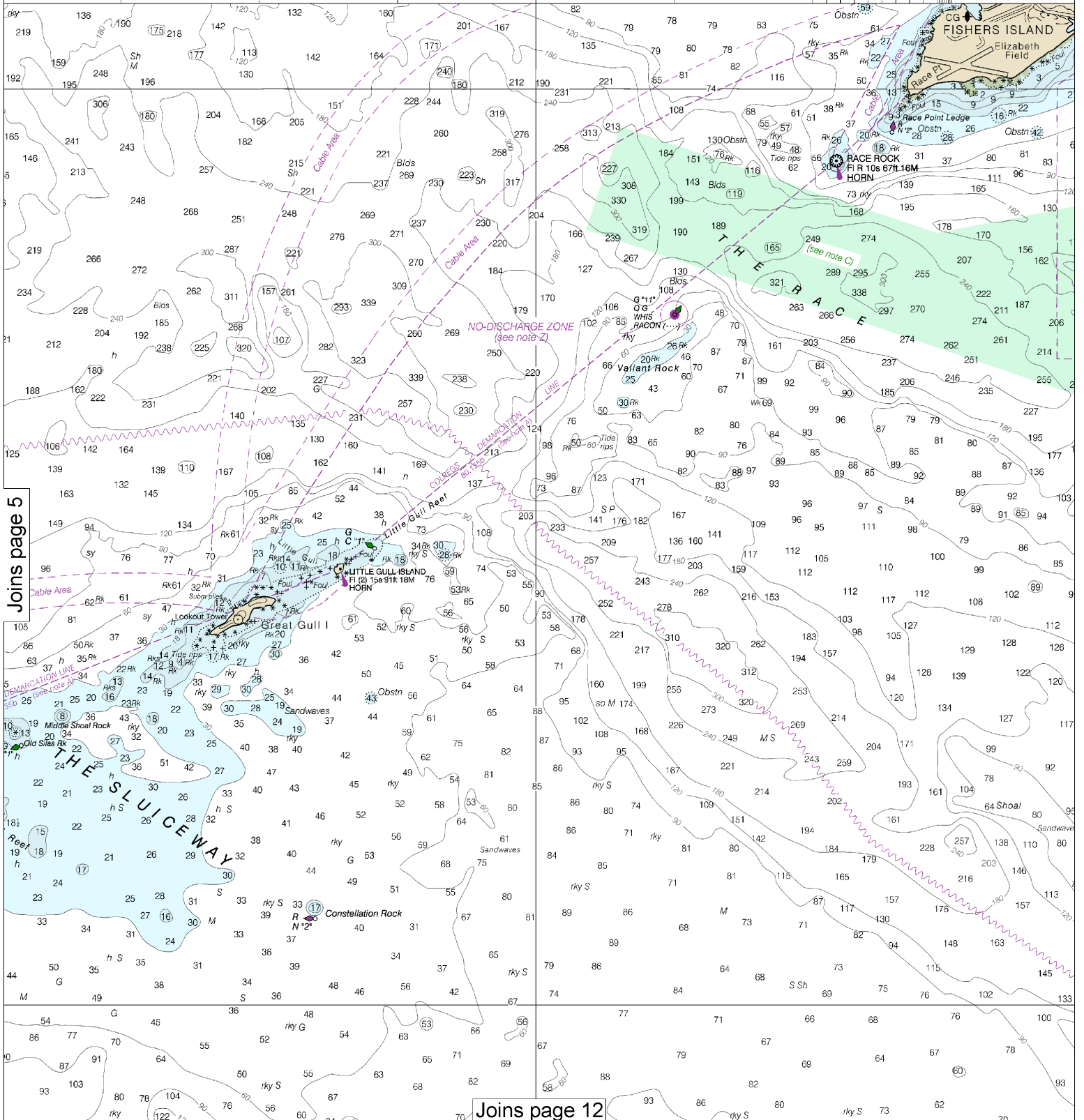
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05'

03'

30'

02'



Joins page 5

Joins page 12

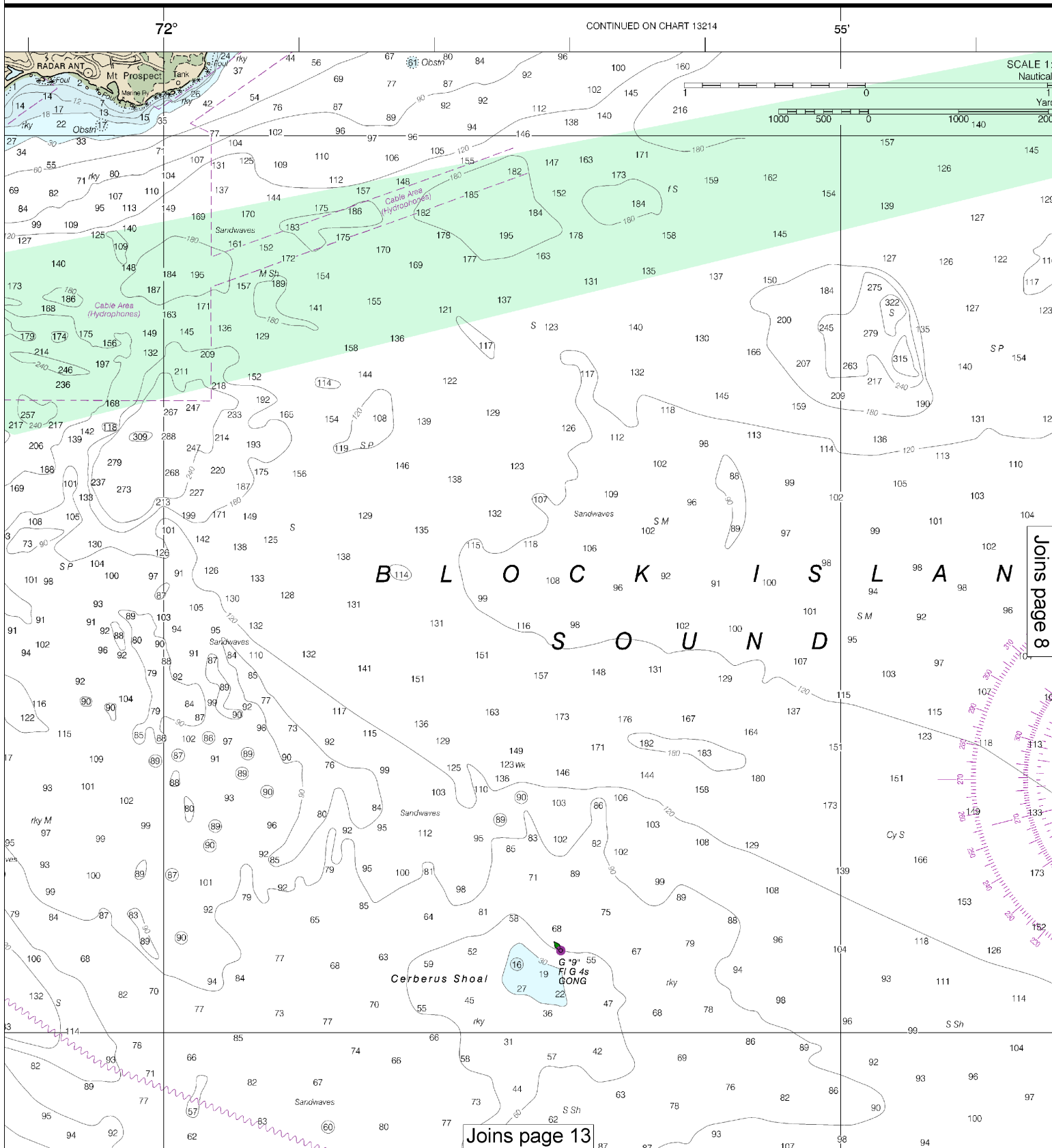
6

Note: Chart grid lines are aligned with true north.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83) and for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.355" northward and 1.728" eastward to agree with this chart.

Recommended vessel routes for deep draft vessel Bay and Buzzards Bay. While not mandatory, deep draft routes at the master's discretion. Other vessels, while monitor VHF channel 16 or 13 for information concerning Pilot Volume 2, Chapter 5, 6 or 7 as appropriate.



Last Correction: 5/23/2016. Cleared through:
LNM: 2516 (6/21/2016), NM: 2716 (7/2/2016), CHS: 0616 (6/24/2016)

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NOTE C

RECOMMENDED VESSEL ROUTE

Recommended vessel routes for deep draft vessels (including tugs and barges) entering Bay and Buzzards Bay. While not mandatory, deep draft commercial vessels (including tugs) routes at the master's discretion. Other vessels, while not excluded from these routes, should monitor VHF channel 16 or 13 for information concerning deep draft vessels (including tugs) at Pilot Volume 2, Chapter 5, 6 or 7 as appropriate.

2°

CONTINUED ON CHART 13214

55'

SCALE 1:40,000
Nautical Miles

Yards

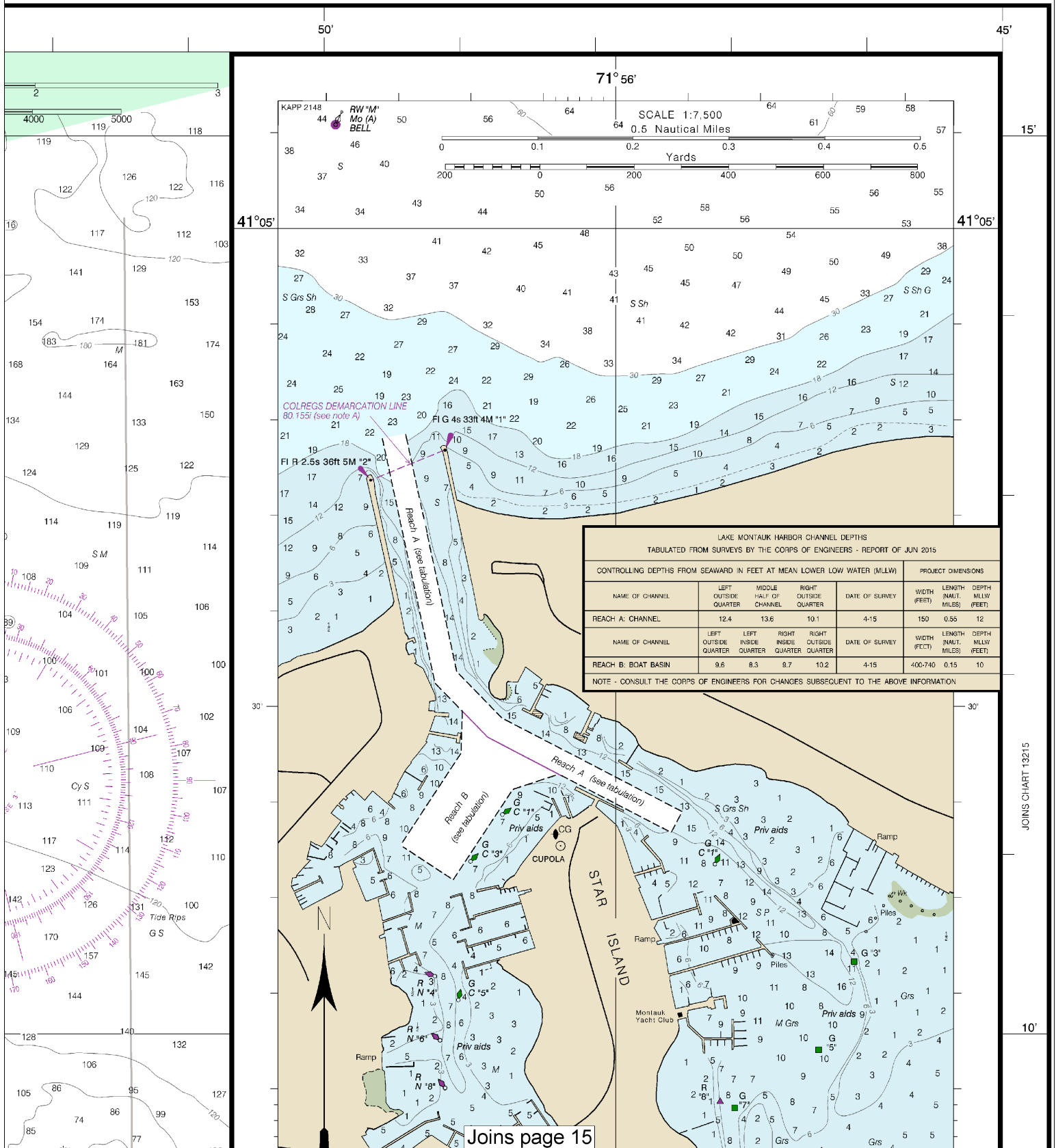
Joins page 7

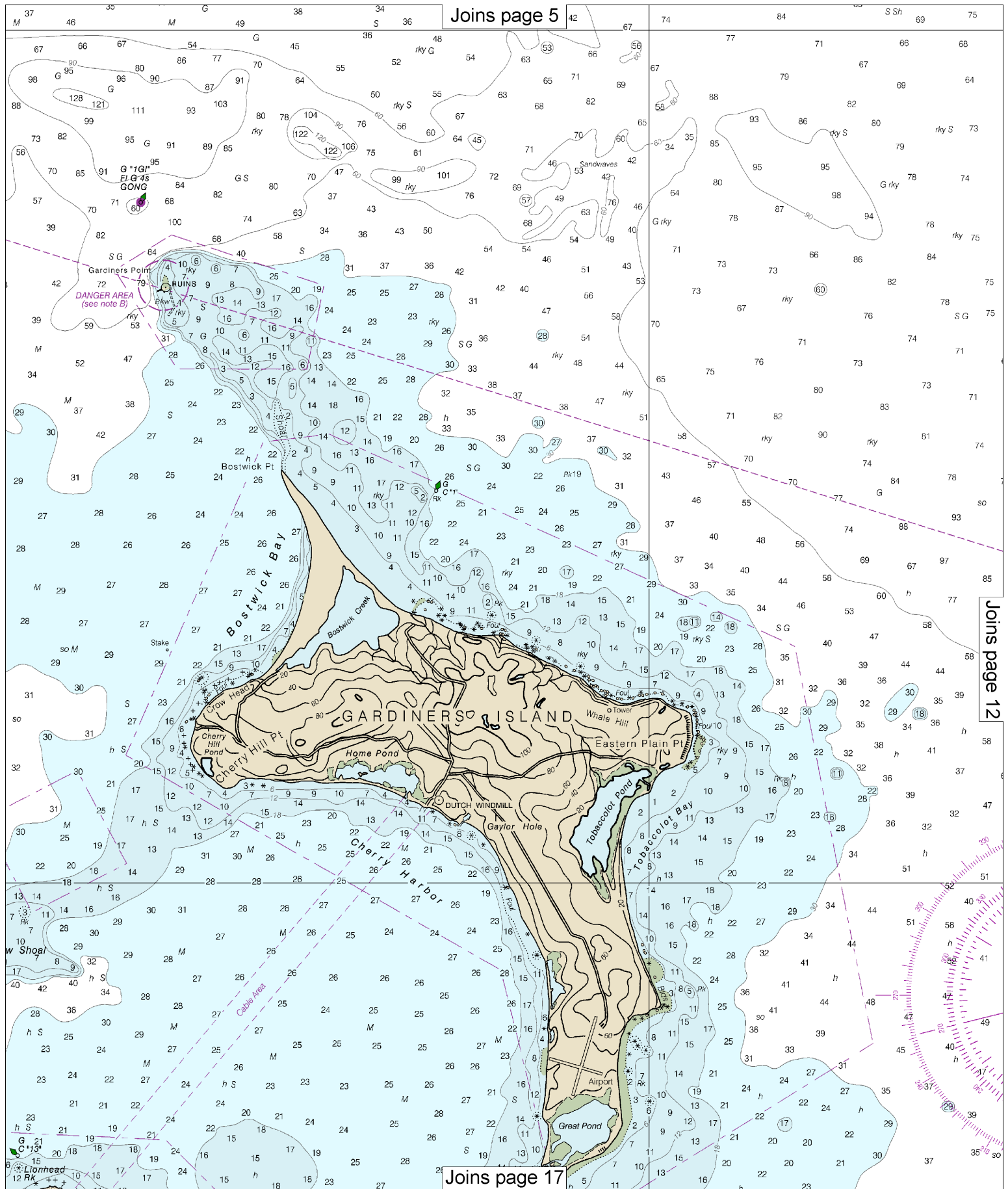
Joins page 14

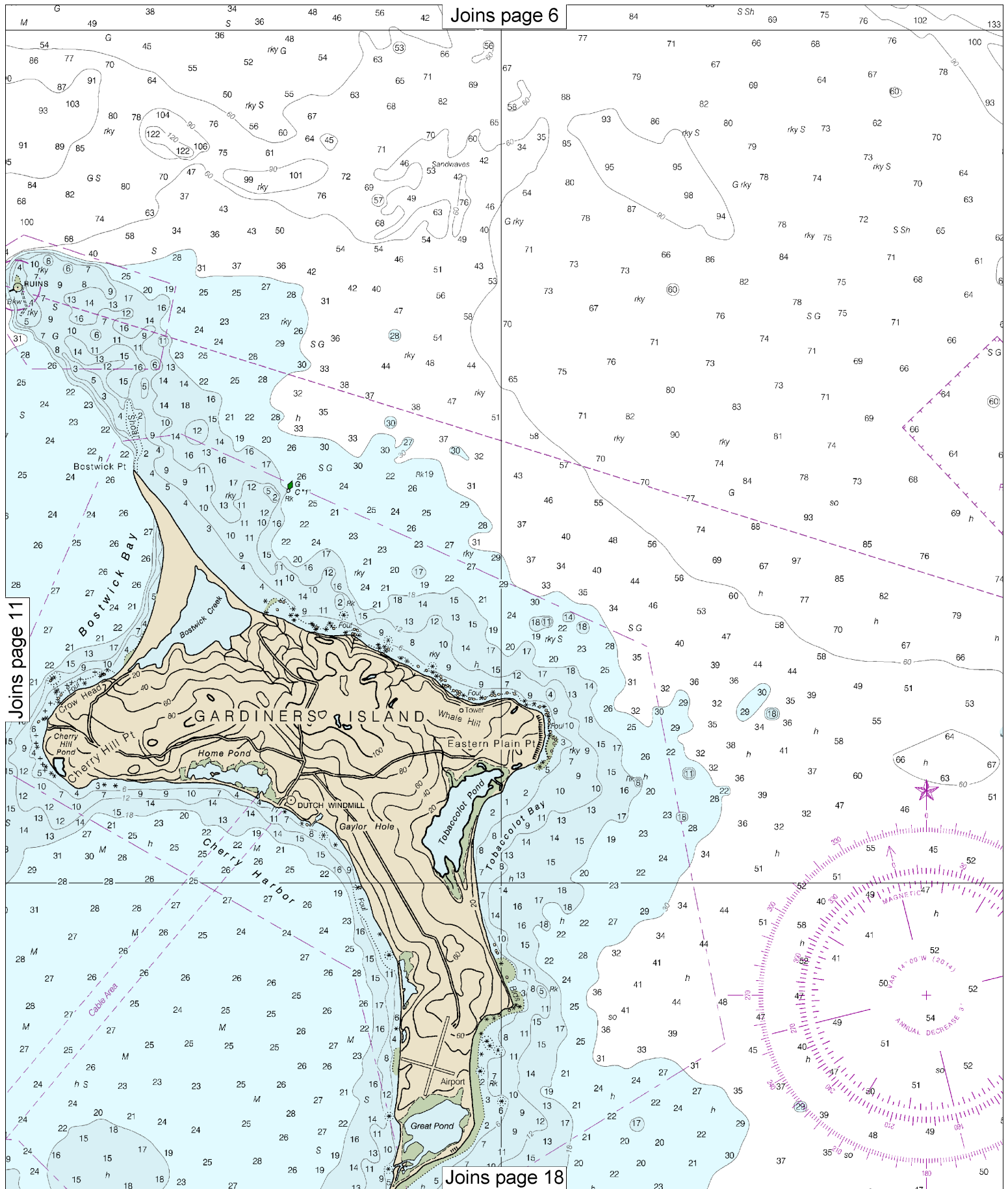
8

Note: Chart grid lines are aligned with true north.

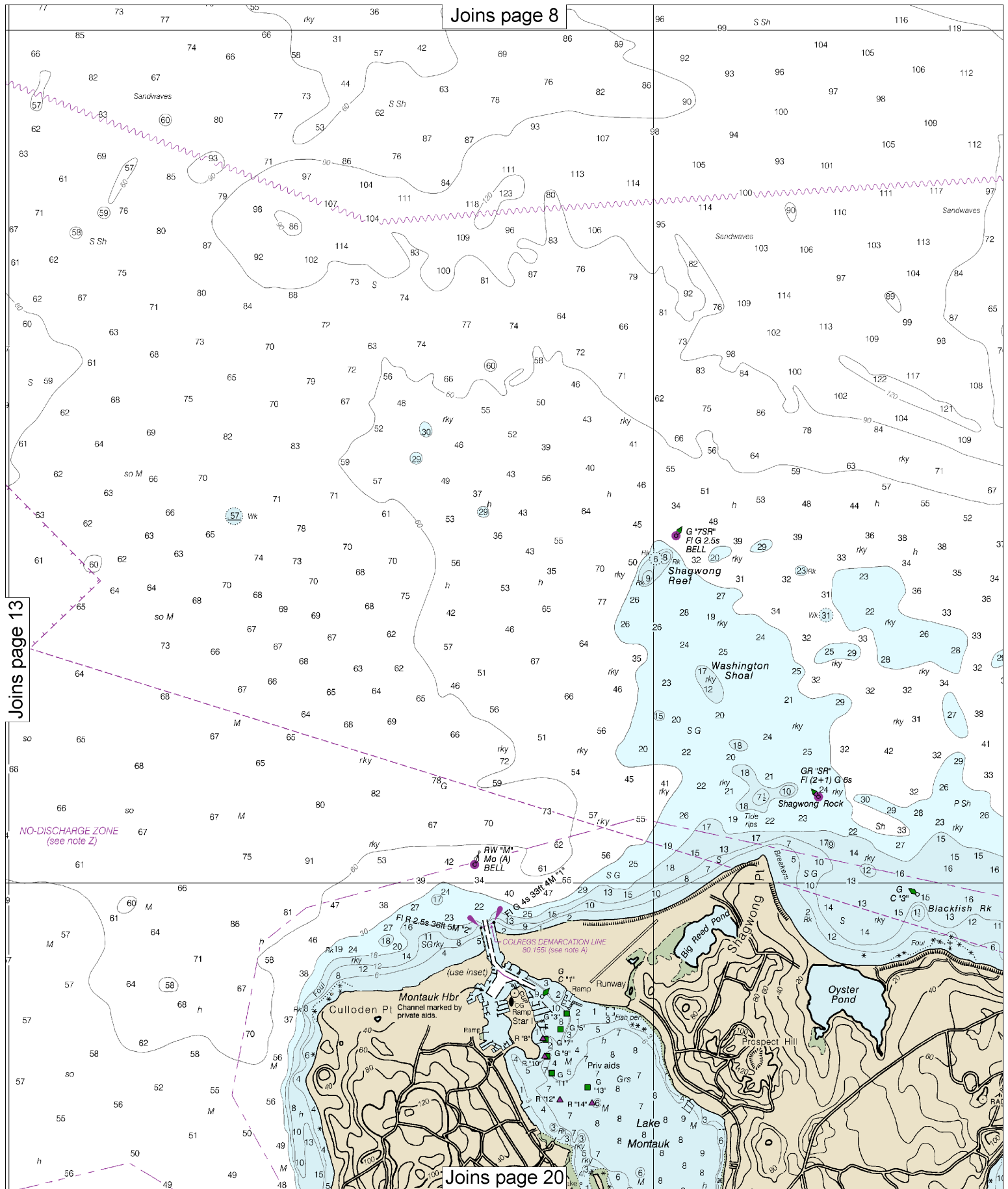
Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

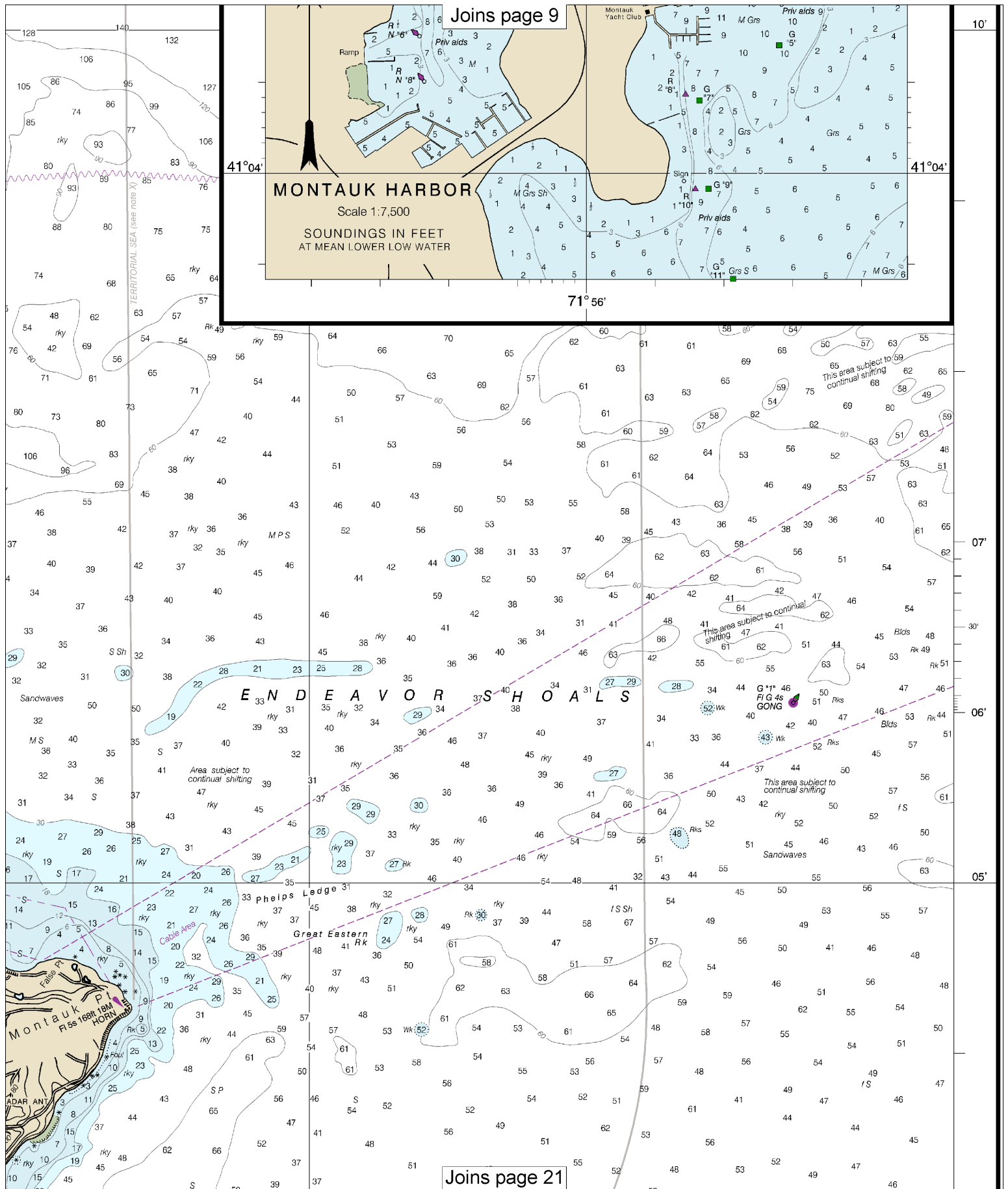




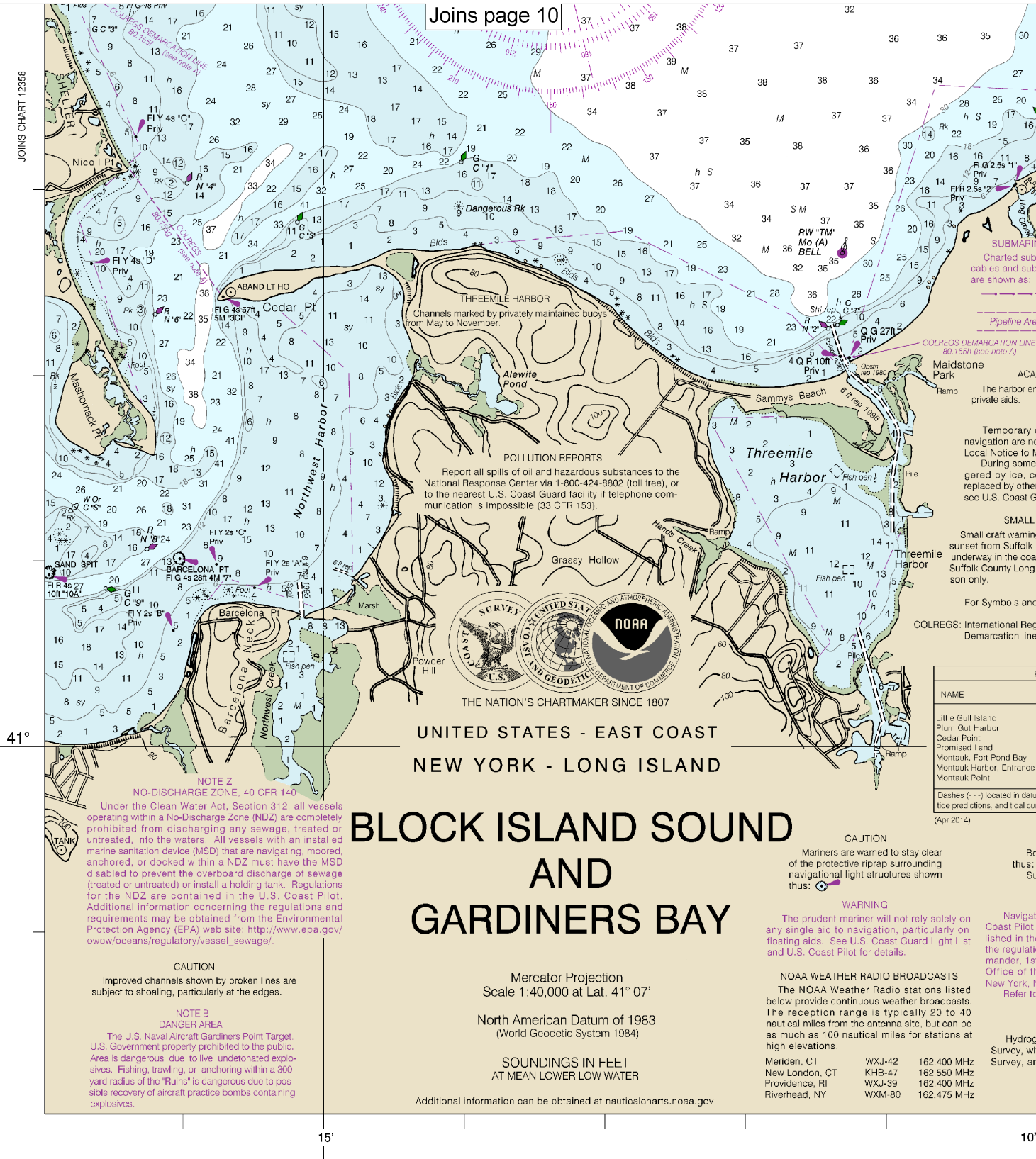








JOINS CHART 12358



27th Ed., May 2014

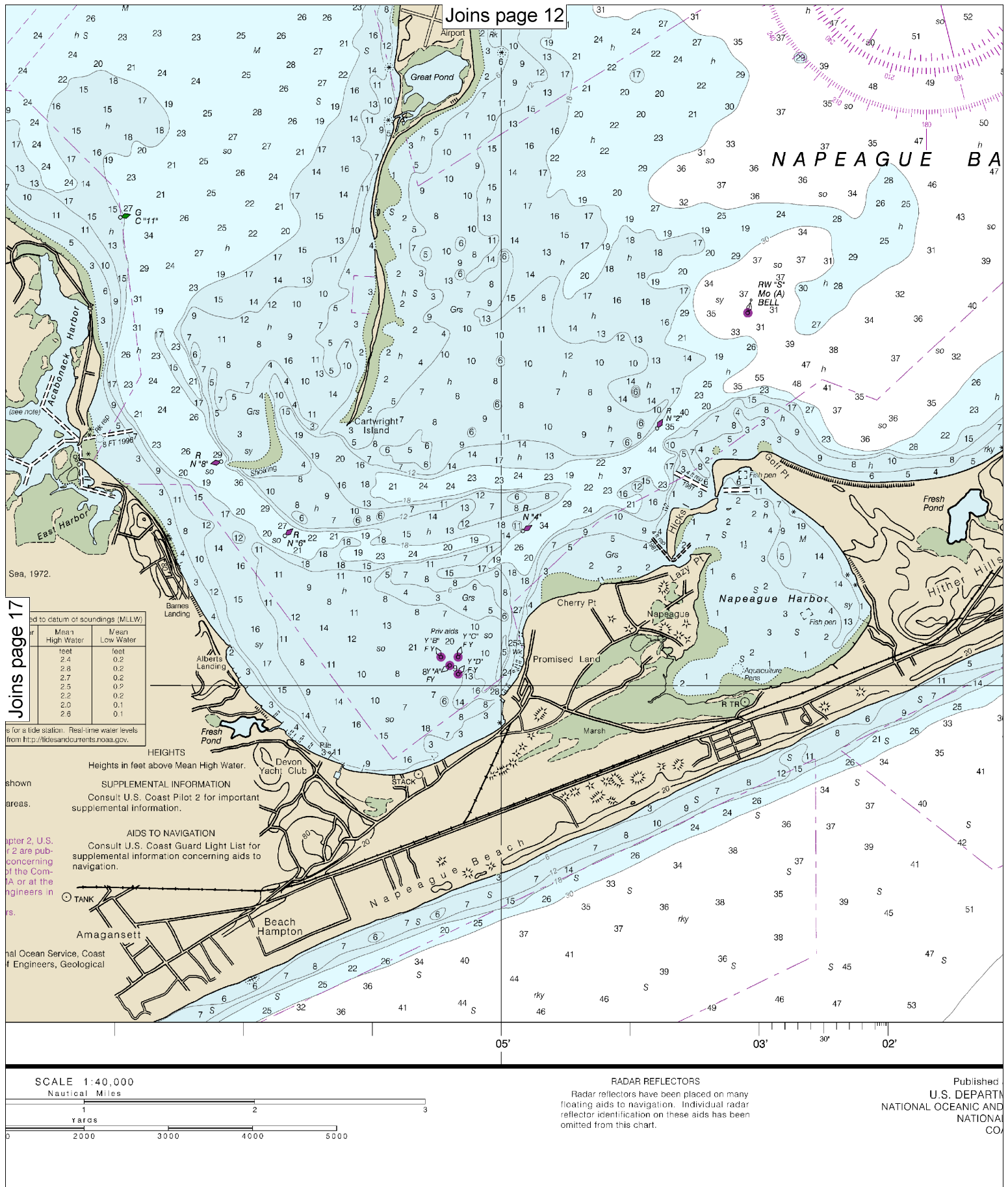
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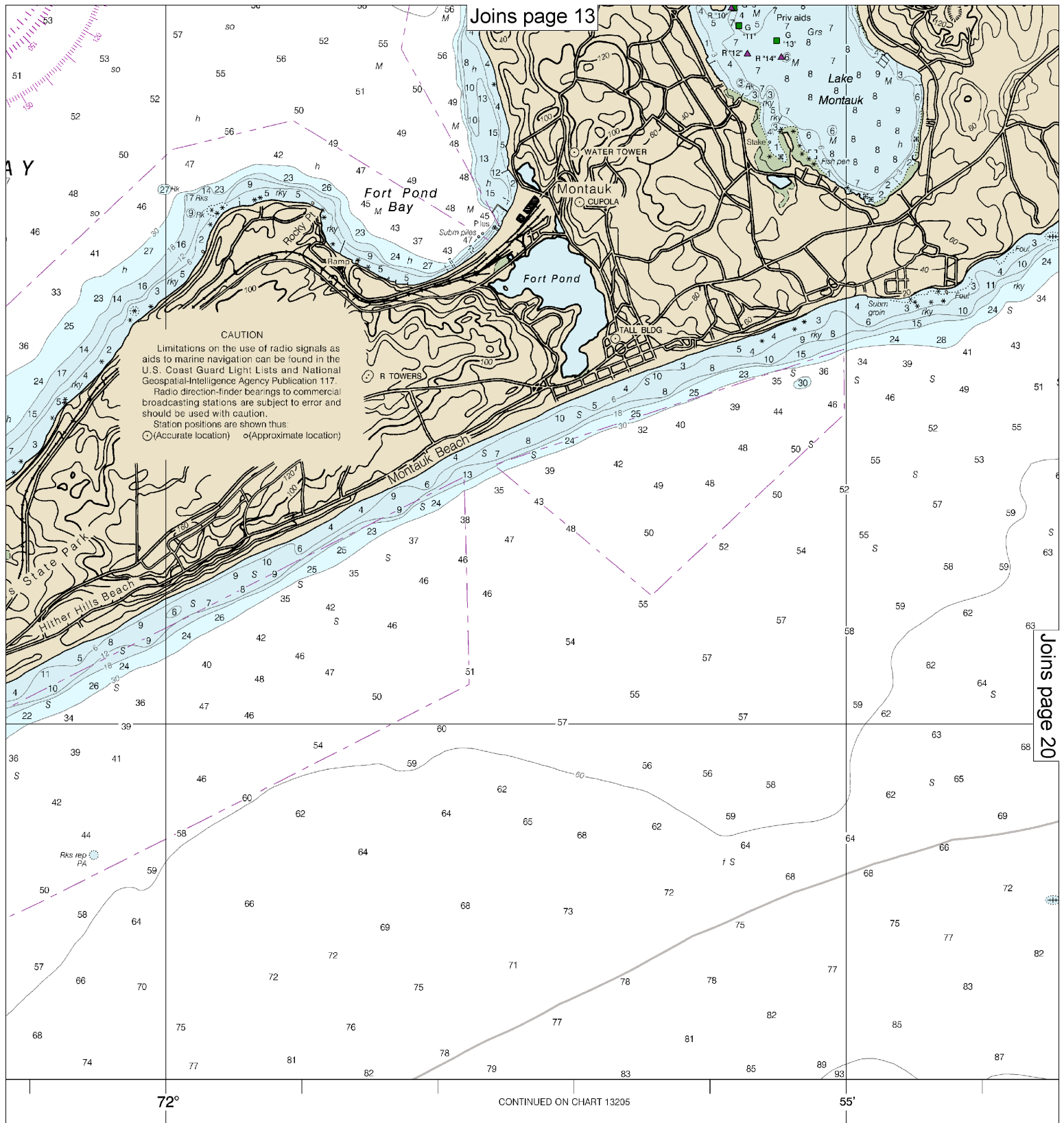
16

Note: Chart grid lines are aligned with true north.



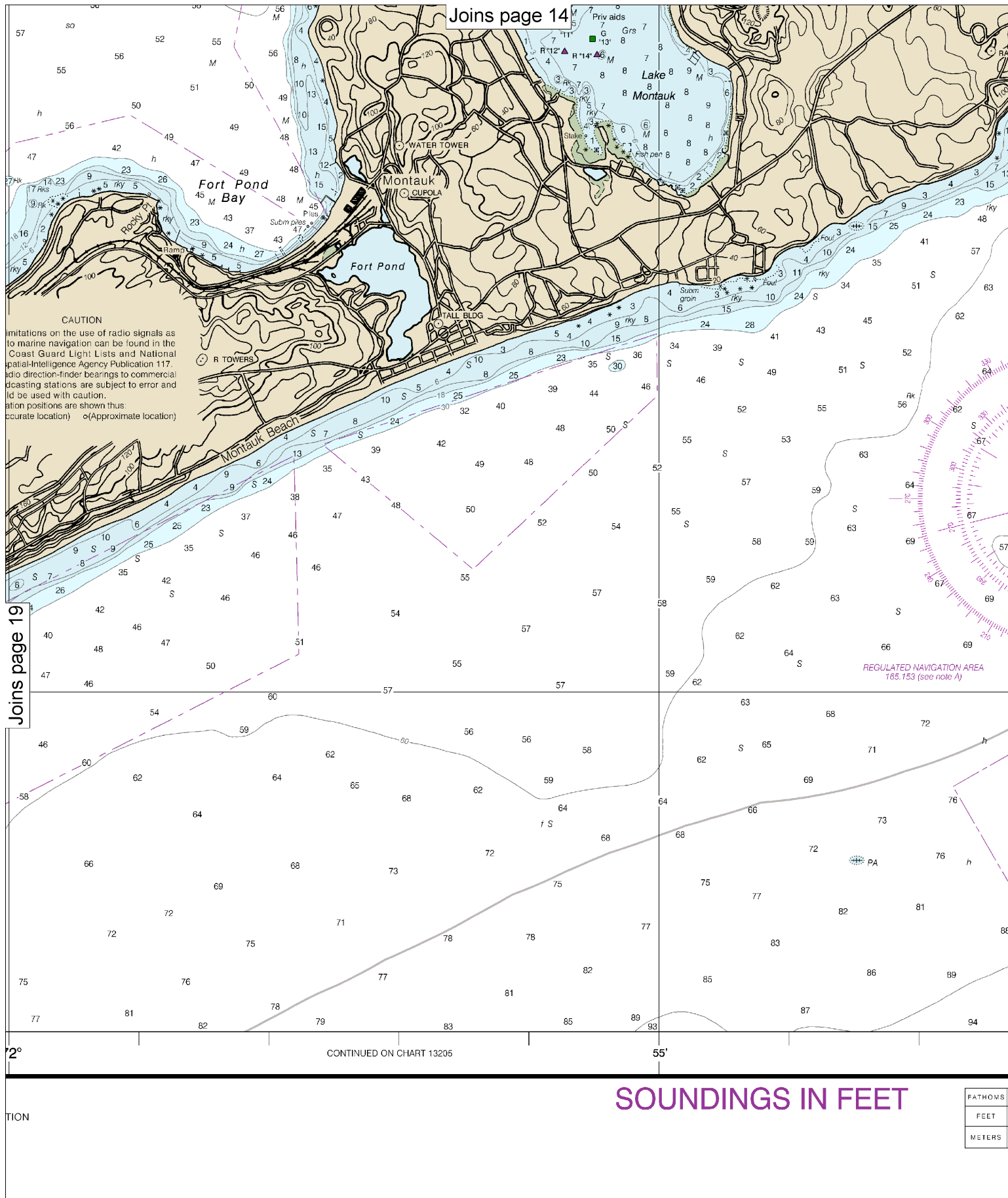


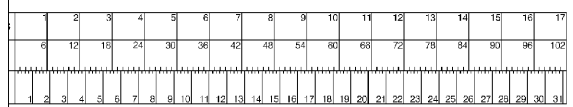
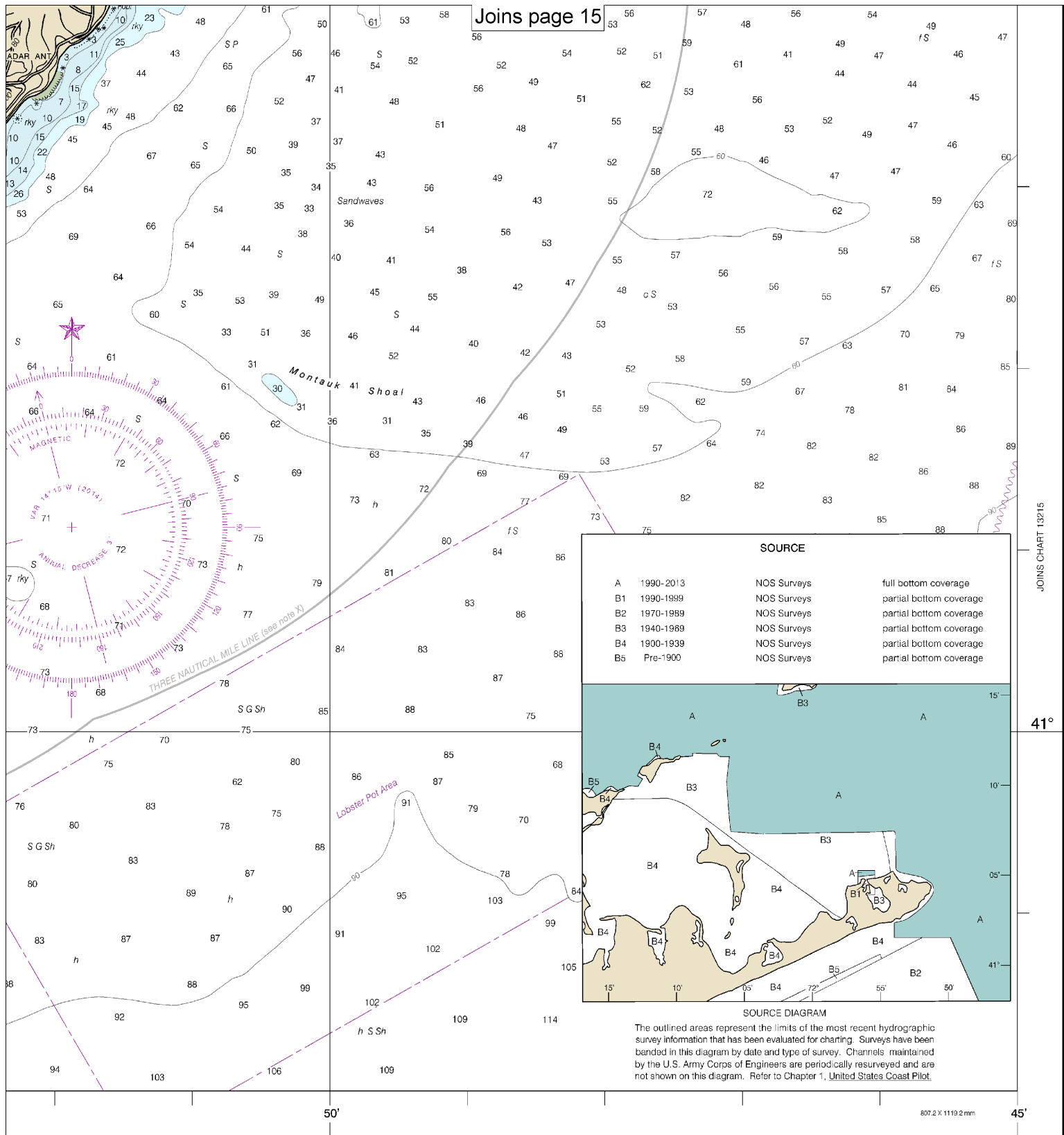
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 DEPARTMENT OF COMMERCE
 NAUTICAL ATMOSPHERIC ADMINISTRATION
 NAUTICAL OCEAN SERVICE
 NAUTICAL SURVEY

SOUNDINGS IN FEET





Block Island Sound and Gardiners Bay

SOUNDINGS IN FEET - SCALE 1:40,000

13209



VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

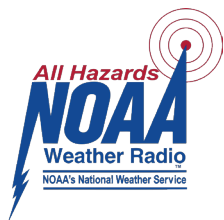
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

Quick References

Nautical chart related products and information	—	http://www.nauticalcharts.noaa.gov
Interactive chart catalog	—	http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml
Report a chart discrepancy	—	http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx
Chart and chart related inquiries and comments	—	http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs
Chart updates (LNM and NM corrections)	—	http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
Coast Pilot online	—	http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm
Tides and Currents	—	http://tidesandcurrents.noaa.gov
Marine Forecasts	—	http://www.nws.noaa.gov/om/marine/home.htm
National Data Buoy Center	—	http://www.ndbc.noaa.gov/
NowCoast web portal for coastal conditions	—	http://www.nowcoast.noaa.gov/
National Weather Service	—	http://www.weather.gov/
National Hurricane Center	—	http://www.nhc.noaa.gov/
Pacific Tsunami Warning Center	—	http://ptwc.weather.gov/
Contact Us	—	http://www.nauticalcharts.noaa.gov/staff/contact.htm



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This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.